

## **AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraph [0036] with the following paragraph rewritten in amendment format:

When the engine 10 is operating under full load conditions, the tuning valve position that provides a higher volumetric efficiency is preferred. Therefore, for the exemplary engine characteristics of Figure 5, the tuning valve 30 is preferably in the open position (i.e., detuned state) when the engine 10 is operating under full load and  $N_{\text{HIGH}}$  (i.e., the fourth operational category). Inversely, the tuning valve 30 is preferably in the closed position (i.e., tuned) when the engine 10 is operating under ~~partial~~ full load and  $N_{\text{LOW}}$  (i.e., the second operational category).